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Cavalry.

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AUSTRIAN CAVALRY.

BY A CI-DEVANT HUSZAR OFFICER.

It may not be uninteresting to some readers to have a description of the mode in which the Austrian cavalry—certainly not the last in Europe—is supplied with horses. Before entering on this subject, however, it may be well to say a few words on the general composition of this cavalry.

It is, like all others, divided into heavy and light: the former consists of eight regiments of cuirassiers, and six regiments of heavy dragoons, which are for the most part recruited in Bohemia, Upper and Lower Austria, Moravia, and Styria.

The horses with which this portion of the cavalry is mounted, are also procured in the above-named provinces, where, as in all parts of the monarchy, remounting departments, (*Beschäl and Remoutinungs Departemens*), exist, which purchase the horses from the peasant, and afterwards distribute them according to their size, and to the necessities of the different regiments. Of these horses so procured, the best are probably the Bohemian, the peasant of that country being more expert in the management of breeding of horses, and being also a horse fancier.

En passant, let me notice a practice of the Bohemian peasant, the observance of which, he pretends has great influence on the hoof of his horse. When the foal is dropped from the dam, their hoofs are exceedingly soft; in fact, their consistence is not much greater than that of wax; a few hours however of exposure to the atmosphere suffice to give it necessary degree of hardness requisite to enable it to support the weight of the body, without altering its form; the Bohemian then ties the foal's legs immediately after its birth, and forces it to remain in a lying posture for eighteen or twenty-four hours, by which time the hoof becomes sufficiently hard.

Without entering further into this question, it may be permitted to say, that the Bohemian horses have very good feet. Whether this be the cause, or whether it be not rather owing to the hard dry soil of Bohemia, and the peculiar race of horses existing there, I do not pretend to say.

To resume: there are three regiments of heavy cavalry, which form exceptions to this rule.

The 7th Regiment of Cuirassiers having for its Colonel-en-Chef, or Propriétaire, the Inspector-General and Director of Cavalry Remounts, is by favor mounted latogether with horses proceeding out of

the Imperial studs, Mezöhegyes, Babolna, Lippik, &c. This is a most magnificent regiment.

The 5th Regiment of Dragoons has, from accidental causes, been for many years remounted in Transylvania. Of the horses of this country I shall take more particular notice further on. The 1st Regiment of Dragoons is mounted chiefly with Polish horses, of which further mention shall also be made.

The regulation price for cuirassier horses is 130 florins, and for dragoon, 120 florins, at four years old, something less respectively than 13*l*. and 12*l*. There is no difficulty in procuring a sufficient supply of horses at these prices. With regard to the heavy cavalry, it only remains to add, that all these regiments receive a certain proportion of horses from the Imperial studs for mounting the officers and sous-officers, with a better description of animal.

It may be well to mention here, that the cavalry officers, from second captain downward, receive a charger each, which, when they have ridden it eight years, becomes their property. Officers without means have also the privilege, on the application of the regiment in their behalf, of getting a horse from the government at first cost, the price of which they are allowed to pay up by small instalments, deducted monthly from their pay.

Another regulation exists, by which the privates and sous-officer who ride their horses for ten years, receive three ducats in gold at the end of the tenth year, and one ducat yearly so long as they continue to ride the same horse after that period.

I see on some of my readers' faces smiles at these regulations; I reserve, however, the statement of facts which show that they are not illusory, to a later portion of this paper, when comparing the relative worth of the different races of horses with which the Austrian cavalry is mounted.

The regiments of cuirassiers and dragoons consist of six squadrons each, forming three divisions.

Each squadron consists of:—

Mounted privates,	-	-	-	130
Dismounted do.,	-	-	-	4
Dismounted officers' servants, who receive pay and clothing, but no accoutrements,	-	-	-	5
Corporals,	-	-	-	12
Sergeants,	-	-	-	2
Second Lieutenants,	-	-	-	2
First Lieutenants,	-	-	-	2
Second Captain,	-	-	-	1
First Captain,	-	-	-	1

In addition, one saddler and one smith, not mounted, on the peace establishment, and who wear a peculiar uniform, never entering the ranks.

The war establishment is ten mounted "privates" more in each squadron; the four dismounted privates are then transferred to the reserved squadron, which each regiment forms as a *dépôt*.

The light cavalry consists of seven regiments of light dragoons, (*Chevaux Legers*), twelve regiments of huszars, and four of lancers: their strength is, each regiment, eight squadrons, forming four divisions. Each squadron has mounted privates 150, dismounted privates four. In other respects the same as the heavy cavalry, with the exception of the saddler; the light cavalry having Hungarian saddles of wood, do not need a saddler. There are generally one or more privates in each squadron, who are capable of altering, fitting, and repairing the leather work. The war establishment is also ten privates stronger, as in the heavy cavalry.

The seven regiments of light dragoons are recruited as the heavy cavalry: they are, however, mounted not on German or Bohemian horses, but with the wild horses, the catching and driving of which it is one object of this paper to give a sketch of.

The twelve regiments of huszars are national light cavalry, the Hungarian light horse soldiers. They were originally organized to repel the incursions of the Turks; and the name huszar is derived from the Hungarian words *husz*, twenty, and *ár*, pay, wages or rent, one of these soldiers being the rent paid to the crown for the tenure of twenty houses. They are now composed exclusively of peasants, inhabitants of Hungary, Banat, and Transylvania; and although composed of five different languages and nations, that is to say, Hungarian proper, Slovak Raitz, or Illyrians of the Greek church, Wallachians, also of the Greek church, Germans, colonists in Hungary, including the old Saxon colonists of Transylvania,—still the habits of living, and physical qualities, which render these people so peculiarly fitted for light cavalry service, are more or less common to all. It is indeed the previous habit of living which makes these people so fitted for light service; and neither the *pelisse*, *dollmány*, or *csáko*. "*Cucullus non facit monachum*," that is to say, the dress does not make the huszar.

The huszar, or more properly speaking Hungarian costume, is on the broad-shouldered, waistless English or Irish boor, the spindle-shanked, narrow-chested, asthmatic-looking Frenchman, or the fair-haired, blue-eyed, soft-looking German, nothing better than a masquerade, and sometimes a very ridiculous one; however, now-a-days, everything must be huszar—even the militia.

The Hungarian peasant is more a breeder of flocks and herds, than a tiller of the ground. The villages are few and far between: the country consists chiefly of immense plains, covered here and there with deep forests, where the axe has never sounded. The sheep, oxen, swine, and horses of each village, are driven far away into these prairies, in herds, tended by men, whose occupation this is from childhood, and the greater part of whose lives is spent in protecting their cattle from the attacks of robbers and wolves; for which purpose they are, generally speaking, mounted and armed, as well as supplied with food,

consisting generally of raw bacon, garlic, a little salt, red pepper, some bread, and sometimes brandy. Many of these people do not eat a warm meal for weeks together; and the traveller or sportsman in Hungary sees them standing for hour after hour—to lay down would be to go to sleep and neglect his flock—leaning on a long hatchet, which almost all carry, and which they can fling with the dexterity of an Indian.

It is a mistake into which many persons, otherwise well acquainted with the Austrian cavalry, often fall, to suppose that the Hungarian national cavalry are mounted on Hungarian horses. In former times this was the case; but the Hungarian peasant horse is now too small for the modern huszar, with his brushes and pipe-clay. On the other hand, the breeders who kept large studs, and once supplied the cavalry, have now, by the introduction of English blood, and by the opening of a better market at Vienna through the increase of luxury, raised their prices so high that the Government cannot afford to buy from them. There is one regiment, however, of huszars which still mounts itself with Hungarian horses: I allude to the 3d, stationed in the neighborhood of Pesth, in Hungary. The 2d Huszars and 4th *Chevaux Legers* are remounted in Transylvania, in which country there is a peculiar breed of horses.

Mr. Paget, in his work on Hungary and Transylvania, enumerates, amongst the other wrongs which he accuses Austria of having inflicted on Hungary and her provinces, that of an Austrian Emperor having wilfully spoiled the breed of horses in Transylvania. Political bigotry often distorts our vision in a remarkable degree: the facts are these. One of the Ferdinands, or Leopolds, I forget which, introduced a number of Andalusian stallions into that country, and the stately pace, capability of high school training, and docility, of the Spanish horse, are still found in a remarkable degree amongst his descendants: they are, in fact, excepting the Polish, the handsomest and most coveted horses in the monarchy, and the three regiments, 5th Dragoons, 4th *Chevaux Legers*, and 2d Huszars, which are mounted with this breed, are confessedly the best-mounted regiments in the service.

The race of horses has no doubt degenerated of late years in Transylvania, but chiefly in consequence of a highly injudicious mixture of English blood: in fact, they are now between two races, as is also the case in Ireland. Another cause has operated in deteriorating the Transylvania breed, which is, the great proprietors, who always breed best, have of late years, in consequence of the increased value of wool, turned their attention chiefly to sheep-farming, and immense tracts of land, a few years since devoted to the breeding of horses, are now covered with sheep. The Government, with the wish to encourage the Transylvania horse-breeder, gives a larger price for remounts there than in any other of the provinces, and takes them, at this dearer rate, a year younger than the regulation—that is to say, at three years old instead of four. The prices in Transylvania are, for the dragoon horse, 130 florins, *chevaux legers* and

huszar, 120 florins, instead of 120 and 112 florins as elsewhere. The 10th Huszars, being quartered in Poland, is mounted chiefly with Polish horses—no doubt the best and handsomest cavalry horse in Europe.

The 11th Huszars is a Transylvania border regiment, and the horses, which are of a very superior description, belong to the privates; so that the whole of the remaining light cavalry, consisting of nineteen regiments, are mounted chiefly with wild horses, which come from Moldavia, Bessarabia, Red Russia, and the Ukraine. And now we are come to that part of our subject, with a more immediate view to which this paper was commenced; the roundabout way by which we have arrived at it was almost necessary to follow, and has, I hope, not been very tiresome.

Commerce of every description is in the above-mentioned countries, Wallachia, &c., for the most part in the hands of Armenians, Greeks, and Jews. The sons of Israel, who in England confine their speculations in general to stock of another description, are the horse-dealers of those countries. The extent to which they carry their tricks in horse-dealing is almost incredible. They, however, are the contractors with the Austrian Government, and purchase these horses in the interior of Russia, where they are bred in the immense steppes which exist in the interior of that empire. These horses frequently pass through the hands of ten or twelve of these Jew dealers, each of whom in succession catches the poor wild, and by nature very shy, animal, in order to examine his limbs, ascertain his age, and very often affix his brand; so that, by the time they arrive at Radautz, in the Bukowina, where the chief remounting depôt is, their shyness and natural dislike of mankind are so heightened through the ill usage they have undergone, that it becomes a rather difficult task to tame or even approach them.

As I mentioned above, the grand depôt for remounts is at Radautz, in the Bukowina: here are stationed a General Officer, Commissary-General, Veterinaries, officers of the Remounting Department, csikoses, &c. We shall suppose a drove of these wild horses has arrived. There are large spaces inclosed with barriers high enough to prevent the horses jumping over, and provided with a second rail to hinder them creeping under; for they seek every possible means of escape from their tormentor, man. This inclosure is termed ókól, and in the centre of it is a strong post, about seven feet high, furnished at the top with an iron ring which turns on a pivot. There are a succession of these ókóls, communicating with one another by a number of different outlets which can be closed at pleasure. Into one of these ókóls the newly-arrived drove of wild horses is conducted, and the process of assenting them—that is, taking them over for the Crown from the contractors—commences. Who can paint or even sketch this scene? I despair of doing it justice, and must call Byron to my aid:

The steeds rush on in plunging pride,
But where are they the reins to guide?
A thousand horse, and none to ride,

With flowing tail and flying mane;
Wide nostrils never stretched with pain;
Mouths bloodless to the bit or rein;
And feet that iron never shod,
And flanks unscarred by spur or rod.
A thousand horse, the wild, the free,
Like waves that follow o'er the sea,
Came thickly thundering on.

Driven into the ókól, the operation of catching them singly is commenced. This is done in the following manner:—A long rope, named árkan, is provided, one end of which being passed through the ring at the top of the post in the centre of the ókól, is held by three or four, sometimes even more men; the other end of the árkan is furnished with a running noose, and at a proper distance from the end a small piece of wood is passed through the rope, so as to prevent the noose closing to more than a certain degree; one of the csikoses, seizing this noose, advances towards the horses, who, after careering through the ókól for a certain time, generally crowd together in one corner of it; he then throws the árkan over the head of the horse which is to be caught, and the men at the other end of the rope pull on it so as to close it round the animal's neck, the above-mentioned piece of wood preventing its closing too much. And now begins a scene of plunging, kicking, and running away at full speed, with the head and tail between the legs. Whenever the animal allows of it the men at the end of the árkan pull on it, and by degrees the poor wretch is forced up to the post, with his head and forehead forcibly held up. He is then measured, and as minutely inspected as his long shaggy hair allows of. If approved of the imperial brand is affixed, and the dawn of a milder era in his existence has opened for him.

It is evident that it requires no small degree of judgment to separate the animals that are fit for service from the others; long practice, however, enables the officers charged with this duty to discover with a single glance the faults of these horses, though covered with long shaggy hair, their manes reaching to the ground, matted together and full of burrs, and the tail drawn under the hind-quarters, on which the animal is squatted, like a bear, in sulky defiance of his victorious conquerors.

An old horse with a rider is then brought into the ókól. The rider approaches the wildfang, (literally wildcatch,) on the side nearest the post. A strong couple, one end of which is fastened round the old horse's neck, is passed cautiously round the neck of the wildfang. The árkan is loosened, and the wild horse suffers himself to be led or dragged, with more or less difficulty, in proportion to his strength, the degree of ill-treatment he has experienced, and his natural temper, into the ókól set apart for his reception.

It sometimes happens that the horses are given over immediately, perhaps the very same day, to the officer who has to drive them from Radautz to his regiment, quartered sometimes at such a distance as Milan, Prague, or Austerlitz. If this be the case one or more of the strongest horses are selected or pointed out by the csikoses of the Jewish horse-dealer, round whose necks, previous to their being let loose

from the old horse, a bell is fastened: these animals being accustomed to follow the sound of a bell tied round the necks of some of the older and steadier mares in their native pasturages. Two or three of these caikoses are also generally engaged to assist in driving, three or four marches, till the drove gets well under weigh, as it not unfrequently happens that the horses break loose, and return to some village where they had previously remained some time.

The troubles of an officer conducting a drove of these horses, may now be said to have fairly commenced. The responsibility is very serious, as the officer is obliged to pay for any horse he may lose on the march.

For a drove of eighty to one hundred and twenty horses, he is accompanied by a farrier, a corporal, and eight or nine privates at the most; and the drove is often two, three, or four months on the march.

In order to be able to estimate the difficulties with which one has to contend, it is necessary to have an idea of the country through which the greater part of the march must be made. In the north of Hungary, however, and in especial on the Polish frontier, the country is very mountainous, the Carpathians running along this border; for some short time you have roads which are tolerably macadamized: this, however, is to a very limited extent. In general what is called a road, is merely a track through the country, without any sort of enclosure to the right or left, to assist one in keeping the drove of horses in a straight line, so that you must arm your men with long whips; and sending one to whose horse's neck a bell is attached forwards, you place one or two more on each flank of your column, and with the remainder close up the rear.

The towns and villages in these countries are distant from one another, and have seldom *ókóls* in which to keep the horses overnight; the yard of an inn is sometimes employed for this purpose, but it is often difficult to get the horses into such a yard, if it exists, especially if it be situated in the interior of a village; in this case you are obliged to avail yourself of any other inclosure that may be found; you may sometimes find nothing of the kind to suit your purpose, and must then have recourse to some other expedient; a number of carts or four-wheeled wagons are almost always to be found: these may be placed in a square, of which one side is left open, until the horses have been driven into it, when it may be cautiously closed; the inner rails may be taken off the wagons, when the hay being thrown in, they serve the double purpose of a barrier and hay-crib. If a sufficient number of wagons are not to be had, you can sometimes procure ladders or poles to fill up the interstices of a line formed by such wagons as are available. These contrivances are always prepared by one or more privates sent a day's march in advance, and who, having prepared everything, forage, &c., by the time the drove arrives, set out then for the next march station to perform the same duty. As you cannot at first teach these wild horses to eat oats, they receive one and a half rations of hay each.

Another great difficulty consists in passing rivers: in these wild countries there are seldom bridges, properly so called, and with wild horses, which do not allow themselves to be shipped, swimming is the only way in which they are to be got over. In order to entice the animals to cross the water, you send your huszar with the bell-horse into a boat; the drove is then forced into the water, and when once in, they follow the bell in the boat, forming by instinct into a sort of scalene triangle, the most acute angle of which is turned towards the stream. The wild horse is accustomed to swimming rivers, and it is, indeed, a magnificent sight, a drove of them crossing the broad, deep streams with which one meets in these romantic countries.

These are the chief difficulties which you are sure of meeting; there are a variety of casualties which one has to expect: of these, accidents caused by thunder and lightning are the most serious. The horse, whether in his wild or domestic state, has a peculiar terror of thunder; indeed, the sense of hearing seems to be peculiarly acute in this animal.

It sometimes happens, then, that at the end of a day's march, when the drove is shut up for the night in the *ókól*, the officer with his men are busily employed round the bivouac fire in writing despatches, cooking victuals, cleaning accoutrements, and the various other occupations of the soldier, that the huszar, wearied with his exertions of the day, must begin to make preparations to encounter a new fatigue: the sky becomes suddenly darkened, the atmosphere oppressive, and the long, unremitting roll of distant thunder is heard in the dark surrounding forests: the old horses are now saddled and bridled anew, the pistols loaded with blank cartridge, the weak points of the inclosure re-inforced, and other dispositions made which the peculiar circumstances require. Meanwhile, you observe that the wild horses leave off eating, and begin to look around the horizon, stretching out their necks and shaking their heads, as if they wished to ascertain from what quarter the danger was likely to come. As the darkening masses of cloud and vapor approach, all turn instinctively in the same direction, and gather into a dense mass, the weakest and smallest animals seeking refuge in the centre. Presently, the electric fluid flashes in immense masses through the gloom, dazzling and half-blinding. While the claps of thunder, becoming louder and louder, almost deafen one, an indescribable feeling of anxiety, depending on the electric state of the atmosphere, oppresses the bravest and calmest. In this tumult of the elements, the wild horses, terrified to the utmost at each electric discharge, gallop at the top of their speed, in a dense mass, round and round in their inclosure, seeking the weakest point, when, charging this *en masse*, they break through, with irresistible force, and sweep over the plain in wild career. I cannot resist again quoting a few lines from Mazepa:

They stop—they wheel—they snuff the air—
Gallop a moment here and there;
Approach—retire—wheel round and round—
Then, plunging back with sudden bound,

Headed by one black mighty steed,
Who seemed the patriarch of his breed,
With not a single speck or hair
Of white upon his shaggy hide,
They snort—they foam—neigh—swerve aside—
And backward to the forest fly,
By instinct, from a human eye.

To prevent the horses, so terrified, from breaking and dispersing, is now the difficult task of the officer. With his handful of men, to attempt to stop them is perfectly useless. If the mass split into two or more smaller bodies, you must endeavor, by riding at them, shouting, and firing pistols, at the right moment, to terrify them together again; and, seeking rather to direct their course than stop their flight, by degrees, as the thunder ceases, and the animals grow tired, you may succeed in getting them back again.

Sometimes, in despite of all the means you may adopt, the drove separates, and goes off in wild confusion, in every point of the compass. You have then no other remedy than to seek them wherever they are to be found, sending notice of the occurrence to all the civil and military authorities in the neighborhood.

It happened once to myself that, in driving a number of these horses, I met on the road a large drove of fat swine, which are exceedingly savage animals. A little terrier, belonging to one of the soldiers who accompanied me, ran barking at the pigs, who, infuriated beyond measure, broke loose from the swine-herds, pursuing the poor little dog, who now, in his turn terrified, bolted into the midst of my drove of horses.

I shall never forget the scene that ensued,—the swine-herds firing their carbines, and the huszars their pistols,—half-a-dozen horses rolling in the mire, upset by the pigs, many of whom, in their turn, were prostrated. I never allowed a dog to accompany me on the march again.

It is evident that, with such animals as these, there can be no question of a minute examination of the hoof or other parts of the body liable to injury on the march. Lameness and other injuries, however, occur just as often to wild as tame horses. In addition, strangles are met with frequently, as is to be expected amongst horses of this age. It is then necessary to make sure that the running from the nose which appears does not proceed from glanders, or some other infective disease, the more so as the seeds of such diseases often lie dormant in the wild horse when bought from the contractor, and then break out, infecting a whole drove, and through it the country over which it is driven.

An instance of this kind occurred some years since, and the officer in charge shot himself in despair at the consequences of his own negligence. I say negligence, because it is easy, while the drove is in motion, by riding on the flanks, and observing the animals singly, whether they go lame, seem melancholy, hang back, refuse to feed when halted for the night, and a variety of other symptoms, to ascertain the necessary information, which is also rendered easier by the presence of a farrier, who accompanies the drove for that purpose. The ailing animal must

be then caught with the *árkán*, and, if the lameness proceeds from injury done to the hoof on the march, shod. If the horse have a suspicious running from the nose, it should be immediately separated, and left behind in quarantine of observation.

It is not always necessary to use the *árkán* in catching horses. I have seen many private huszars, and even officers, who could, single-handed, catch and hold one of these animals. This should be avoided, as it risks life unnecessarily, and renders the horse still more shy of mankind.

In this way, then, are these troops of horses driven, allowing them to halt and graze on the road-side several times in every day's march,—seeking, by good treatment, and by never forcing them over their strength, to make them forget the ill usage they had previously received. If the march continues a sufficiently long time, most of them accustom themselves to the sight of the huszar, who they begin to look upon as their friend and benefactor. Many allow of a halter being placed on their heads. Those who have suffered from sickness, and been cured, are always the most gentle afterwards, and seem never to forget the care and attention which have been bestowed on them. The horse is, indeed, truly noble and generous, and is never vicious except from improper treatment. If those employed in the training of horses would consider this for a moment, we should see much less of what is called vice in horses.

An officer who, having taken over a drove of these wild animals, in the state in which I have attempted to describe them, gives them up in improved condition, and divested of their wildness, to his regiment, well deserves, and may be well proud of, the regimental order acknowledging his services, which is published on his arrival. This is his only—but, to a well-thinking officer, a sufficient—reward for all his pains.

In conclusion, I shall give a rapid sketch of the different races of horses just mentioned, comparing them with one another.

Of these decidedly the handsomest are those which come out of the Imperial studs. They are all of more or less pure Arab blood, are exceedingly fiery and high spirited, but, being often bred from very old dams and sires, many of them run blind. If this does not occur, and that they are judiciously trained, they become superb and most lasting chargers. I have seen many which had done duty for twenty years and upwards. The number of horses, however, from the Imperial studs is, as before mentioned, small.

The Transylvanian horse is, as we have seen, of Spanish origin,—has good legs and feet, rather long pasterns, finely formed shoulder and neck, generally a ram's nose, but the head is well put on, and they are easily bitted. This is one reason for their being such favorites, as they all carry their heads in the same way, which is in line very striking, and always improves the appearance of a troop. The back of the Transylvanian horse is not long, but his couples are sometimes a little loose, and the hind-quarters not so strong in proportion as the forehand. They

are apt to become hollow-backed after long service: the croup is, however, very well formed, and the tail exceedingly well set on, which also very much increases their showy appearance in line. Their action, too, is fine and showy, and they present themselves well. They, however, from their build, work a little too much under them, and do not get over so much ground as other horses. They are, however, on the whole, very valuable, as they last very long when well managed. Their growth is slow, and they do not arrive at their full strength till their seventh year, for which reason they must be petted till then. They repay, however, this attention well, as they serve from fifteen to twenty and more years on the average. I saw Transylvanian horses the beginning of this year (1841,) that had been to Paris in 1815 with a huszar on their backs,—one, in particular, which was still the best and steadiest for young riders in his half squadron, without being in the least degree lazy.

The average number of ducats distributed to privates of a Transylvanian regiment, who had ridden their horses more than ten years, was forty-five, and about two officers served out their chargers annually, a much greater proportion than in other regiments with which I was acquainted. Some of these horses, so become the property of the officer, were afterwards sold for five hundred to six hundred florins.

The Polish horse is my beau ideal for a cavalry soldier. His form is very like that of the English horse: the hind-quarters are, however, more in proportion to the fore-hand; and these horses are, therefore, more easily brought into balance, and may be turned sharp to the right or left with facility, which is one of the greatest *desiderata* in the horse of the light cavalry soldiers, the English horse, from his excessively strong hind-quarters, being more adapted for going straight ahead.

A peculiarity in form of the Polish horse is his having flat ribs, which give the appearance of high hip-bones.

These horses may be worked sooner than the Transylvanian, but do not last so long, being more subject to diseases of the bones and sinews of the hind-legs.

We now come to the wild Russian, Bessarabian, and Moldavian horses, or, as the huszar calls them all, *makáner*.

These horses, when four or five years old, and sufficiently civilized to allow of their being fed and cleaned properly, have a very good exterior. The idea one forms of them generally is—great power; and the defects which strike the eye most strongly are—ugly heads, with square, heavy jaws, and that the whole machine is too long. In one or two years the figure changes considerably; the whole body becomes thinner, the hips rise, the limbs seem proportionately too strong for the body, without being heavy, the neck loses its flesh, and becomes what the German's call an inverted or stag's neck, while the head sinks into a pig's head. They are then certainly anything but handsome, but are good to go. A line of these horses presents a singular contrast to the Transylvanian and Polish horses. In conse-

quence of their inverted necks and ugly heads, it is very difficult to bit and bridle them well, and the consequence is a want of uniformity in the carrying of their heads, some being star-gazers, and others borers. A large proportion of these horses are, from previous ill-treatment, rendered difficult to train, and many become unfit for service in training. They also become easily broken-winded and blind, when taken into the better keep of the cavalry horse, which consists of, for the heavy cavalry, hay, ten pounds, for the light, eight pounds, daily, with about thirteen pounds of oats, on the average of years, all Austrian weight and measure, which is larger than the English.

The general impression is, that the wild horse is very expensive in the end: and I believe that the object of the Austrian Government of late years in buying them in, has been to keep open a market for the ready supply of horses, which the political position of Europe rendered necessary,—for, be it remembered, the Austrian cavalry is, and has been since the war, very wisely kept within ten men per squadron of the war establishment.

Artillery, cavalry, pontonniers, mineurs, sappeurs, and pionneurs, are branches of the service in which the best economy is to keep them always complete and efficient.

Infantry, which is the nucleus, and, no doubt, the principal arm, can fortunately be organized in much shorter time.

Let us bear in mind the results of economizing in the French cavalry, which led to such an immense expenditure and embarrassment last year.

To return to our wild horses: It is but justice to say that they have many good qualities, which outweigh some of the evils which I have mentioned.

The foremost of these is great power in supporting fatigue and exposure to the weather, as well as enduring hunger and thirst, with an appetite for forage of all kinds. These are most valuable qualities in the field.

In conclusion, let me state, that the cavalry of the entire of Germany was, some few years since, mounted with these horses, until of late years, the improved breeding, in most parts of the empire, especially Württemberg and Prussia, rendered the mounting of the respective cavalry corps with a superior description of indigenous horses an easy matter.

Since writing the above, it has occurred to my memory, that one regiment of Austrian Uhlans, or lancers,—the 2d,—has a contract with a Russian horse-dealer, who transports the horses at his risk into Hungary, where the regiment is stationed, and delivers them up there at head-quarters.

F. D. D.

EFFECT OF ICEBERGS.—The ship *Alliance* from Havre for Charleston, spoken off the Chesapeake, reported that in lat. 14 30, from long. 46 40 to lon. 48, she passed near several icebergs, and that the temperature of the water from lon. 47 to 49, was only 4 degrees above freezing point, with a dense fog during the greater part of the time.

Laws.**LAWS OF THE UNITED STATES RELATING TO THE ARMY AND NAVY,***Passed at the 1st Session of the 28th Congress.*

AN ACT to authorize the President of the United States to direct transfers of appropriation in the naval service, under certain circumstances.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, upon the application of the Secretary of the Navy, the President of the United States shall have authority to direct the transfer, from unexpended balances of appropriations for the naval service, of the sum of two hundred thousand dollars, or so much thereof as the public service may require during the present fiscal year, to the appropriation for "the increase, repairs, armament, and equipment of the navy, and wear and tear of vessels in commission." But no part of said sum shall be transferred from any unexpended balances which may be necessary for the purposes for which the appropriation was originally made; nor from any unexpended balances of appropriations from the respective navy yards and docks; nor shall the transfer be made from any head or object of appropriation at any future time to supply the deficiency created by said transfer.

J. W. JONES,

Speaker of the House of Representatives.

WILLIE P. MANGUM,

President of the Senate.

APPROVED, February 29, 1844.

JOHN TYLER.

AN ACT to repeal so much of the act approved the twenty-third of August, one thousand eight hundred and forty-two, as requires the second regiment of dragoons to be converted into a regiment of riflemen after the fourth day of March, one thousand eight hundred and forty-three.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of the act entitled "An act respecting the organization of the army, and for other purposes," approved the twenty-third day of August, one thousand eight hundred and forty-two, as requires the second regiment of dragoons to be converted into a regiment of riflemen after the fourth day of March, one thousand eight hundred and forty-three, be, and the same is hereby repealed.

SEC. 2. *And be it further enacted,* That the present regiment of riflemen, formerly the second regiment of dragoons, shall, as soon as it can be effected after the passage of this act, be remounted, and called the second regiment of dragoons, and shall in all things be governed by the same organization and regulations as are provided by the act raising the first regiment of dragoons, entitled "An act for the more perfect defence of the frontier," approved the second day of March, one thousand eight hundred and thirty-three, and shall, in all respects, be placed upon the same footing as the said first regiment of dragoons.

APPROVED, April 4, 1844.

AN ACT making appropriations for the support of the Military Academy for the fiscal year ending on the thirtieth day of June, eighteen hundred and forty-five.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums, in addition to unexpended balances, be, and the same are

hereby appropriated, to be paid out of any money in the Treasury not otherwise appropriated, for the support of the Military Academy for the fiscal year commencing on the first day of July, eighteen hundred and forty-four, and ending on the thirtieth day of June, eighteen hundred and forty-five:

For pay of officers, instructors, cadets, and musicians, fifty-one thousand five hundred and thirty-eight dollars and thirty-three cents; for commutation of subsistence, thirty-three thousand one hundred and fifty dollars and forty-eight cents; for commutation of forage for officers' horses, two thousand nine hundred and sixty-seven dollars and sixty-nine cents, provided that forage shall be allowed only for horses actually mustered; for commutation of clothing for their servants, four hundred and twenty dollars; for increase and expense of library, one thousand three hundred dollars; for the other various current and ordinary expenses, twenty-seven thousand four hundred and sixty-nine dollars.

APPROVED, April 4, 1844.

AN ACT making appropriation of certain moneys in the Treasury for the naval service.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of one hundred and sixteen thousand nine hundred and twenty-two dollars and seventy-nine cents, being the amount of proceeds of sales of certain condemned naval stores, be, and the same is hereby appropriated, out of any money in the Treasury not otherwise appropriated, for the increase, repair, armament, and equipment of the navy, and wear and tear of vessels in commission.

APPROVED, April 22, 1844.

AN ACT making appropriations for the payment of revolutionary and other pensioners of the United States for the fiscal year ending on the thirtieth of June, one thousand eight hundred and forty-five.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby appropriated, out of any money in the Treasury not otherwise appropriated, for the pensioners of the United States, for the fiscal year commencing on the first day of July, one thousand eight hundred and forty-four, and ending on the thirtieth day of June, one thousand eight hundred and forty-five:

For invalid pensions, one hundred and eighty-four thousand eight hundred dollars.

For pensions under the act of eighteenth March, eighteen hundred and eighteen, one hundred and ninety-six thousand dollars.

For pensions under the act of July seventh, eighteen hundred and thirty-eight, and the act supplementary thereto, passed the twenty-third of August, eighteen hundred and forty-two, four hundred and forty-two, four hundred thousand dollars.

For pensions under the act of July the fourth, eighteen hundred and thirty-six, one hundred and thirty-four thousand two hundred and fifty dollars.

For supplying a deficiency in former appropriations for the fiscal year ending June thirty, one thousand eight hundred and forty-four, for pensions under the act of March three, one thousand eight hundred and forty-three, and under the act of seventh of July, eighteen hundred and thirty-eight, and the act of twenty-third of August, eighteen hundred and forty-two, forty thousand dollars: *Provided,* That the Secretary of War may direct the transfer of a part, not exceeding two hundred and twenty thousand dollars, of the sum of four hundred thousand dollars,

appropriated in this act for the payment of pensions under the act of seventh of July, eighteen hundred and thirty-eight, and the act of twenty-third of August, eighteen hundred and forty-two, to the payment of arrearages under the said acts, and also under the act of third of March, eighteen hundred and forty-three.

For half-pay pensions to widows and orphans, payable through the Second and Third Auditor's offices, one thousand dollars.

For arrearages of pensions prior to July, eighteen hundred and fifteen, payable through the Third Auditor's office, two thousand dollars: *Provided*, That no pension shall be hereafter granted to a widow for the same time that her husband received one: *And provided, also*, That no person in the army, navy, or marine corps shall be allowed to draw both a pension as an invalid and the pay of his rank or station in the service, unless the alleged disability for which the pension was granted be such as to have occasioned his employment in a lower grade, or in some civil branch of the service.

APPROVED, April 30, 1844.

AN ACT making appropriations for certain fortifications of the United States for the fiscal year beginning on the first day of July, 1844, and ending on the thirtieth of June, 1845.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby, appropriated, to be paid out of any unappropriated money in the Treasury, for the preservation, repairs, and construction of certain fortifications for the fiscal year beginning on the first day of July, one thousand eight hundred and forty-four, and ending on the thirtieth day of June, one thousand eight hundred and forty-five;

For defensive works near Detroit, Michigan, including the sum of twenty-eight thousand two hundred and forty-five dollars, being a balance of a former appropriation which was subject to revert to the surplus fund on the thirty-first of December last, thirty-five thousand dollars;

For defensive works near Buffalo, New York, including the sum of thirteen thousand five hundred dollars, being a balance of a former appropriation which was subject to revert to the surplus fund on the thirty-first of December last, twenty thousand dollars;

For repairs of Fort Ontario, New York, and preservation of its site, ten thousand dollars;

For fortifications at the outlet of Lake Champlain, being part of a balance of fifty-eight thousand three hundred and eight dollars and ten cents of a former appropriation, which was subject to revert to the surplus fund on the thirty-first of December last, forty thousand dollars;

For repairs of fortifications on Governor's Island, Boston harbor, and the purchase of the portion of the island not now owned by the United States, including the sum of seven thousand four hundred and twenty-seven dollars and seventy-two cents, being the amount of balances of former appropriations for Westhead and Southeast batteries, on said island, which was subject to revert to the surplus fund on the thirty-first of December last, ten thousand four hundred and twenty-seven dollars and seventy-two cents;

For repairs of Fort Independence, and sea wall of Castle Island, Boston harbor, eight thousand dollars;

For Fort Warren, Boston harbor, fifteen thousand dollars;

For Fort Adams, Rhode Island, eight thousand dollars;

For rebuilding Fort Trumbull, New London harbor, Connecticut, twenty thousand dollars;

Fort Schuyler, East river, New York, thirty thousand dollars;

For repairs of Castle Williams, New York harbor, eight thousand dollars;

For repairs of Fort Wood, Bedlow's Island, New York harbor, thirteen thousand dollars;

For repairs of Fort Hamilton, New York harbor, eight thousand dollars;

For repairs of Fort Mifflin, being the balance of a former appropriation of five thousand dollars, which was subject to revert to the surplus fund on the thirty-first day of December last, four thousand nine hundred dollars;

For Fort Delaware, Delaware river, provided the title to the Pea Patch island shall be decided to be in the United States, being part of a balance of eighty-one thousand four hundred and sixty-five dollars and twenty-five cents of former appropriations, which was subject to revert to the surplus fund on the thirty-first of December last, twenty thousand dollars;

For repairing forts at Annapolis harbor, Maryland, being the amount of a former appropriation which was subject to revert to the surplus fund on the thirty-first day of December last, five thousand dollars;

For repairs of Fort Washington, Potomac river, Maryland, fifteen thousand dollars;

For Fort Monroe, Virginia, fifteen thousand dollars;

For Fort Calhoun, Virginia, being part of a balance of sixteen thousand two hundred and fifty-two dollars and one cent of former appropriations, which was subject to revert to the surplus fund on the thirty-first of December last, five thousand dollars;

For repairs of Fort Macon, Beaufort harbor, North Carolina, five thousand dollars;

For preservation of the site of Fort Caswell, at the mouth of Cape Fear river, North Carolina, six thousand five hundred dollars;

For preservation of the site of Fort Moultrie, Charleston harbor, South Carolina, ten thousand dollars;

For dike to Drunken Dick Shoal, for the preservation of Sullivan's Island, and the site of Fort Moultrie, Charleston harbor, South Carolina, twenty thousand dollars;

For Fort Sumter, Charleston harbor, South Carolina, forty-three thousand dollars;

For preservation of the site of Fort Johnson, Charleston harbor, South Carolina, one thousand five hundred dollars;

For Fort Pulaski, mouth of Savannah river, Georgia, thirteen thousand dollars;

For Fort McRee, Pensacola harbor, Florida, five thousand dollars;

For Fort Barrancas, Pensacola harbor, Florida, twelve thousand five hundred dollars;

For repairs of Fort Morgan, Mobile Point, Alabama, twelve thousand dollars;

For repairs of Fort Pike, and preservation of sites, Rigolets, Louisiana, eleven thousand dollars;

For repairs of Fort Jackson, Mississippi river, Louisiana, five thousand dollars;

For Fort Livingston, Grand Terre Island, Barrataria bay, Louisiana, forty thousand dollars;

For the public buildings at Fort Smith, Arkansas, the sum of thirty thousand dollars;

For contingent expenses of fortifications, being part of the sum of two balances which were subject to revert to the surplus fund on thirty-first of December last, namely: the balance of fifteen thousand four hundred and eighty-seven dollars and seven cents remaining of appropriations for "contingencies of fortifications," and the balance of twelve

thousand three hundred and eleven dollars and fifty cents remaining of appropriation for "incidental expenses attending repairs of fortifications," twenty-five thousand one hundred and seventy-two dollars and twenty-eight cents;

For the construction of suitable barracks and defences at Fort Gibson, in addition to the former appropriations for that purpose, fifteen thousand dollars;

For completing the public buildings at Fort Towson, on the Kiameche, six thousand dollars.

Provided, That the said appropriations shall be applied in the first instance to the completion of the barracks, quarters, and other needful buildings which may have been commenced or are in progress of construction at the said Western posts; and the Secretary of War is hereby required to take all proper measures to effect that object, by the employment of such of the United States troops as may be stationed there in aid of said appropriations.

APPROVED, May 31, 1844.

PROPOSED RE-CONQUEST OF ST. DOMINGO.—The French journals received by the Caledonia declare confidently that projects of law of the highest importance, involving a resumption by the French of their ancient possession of Hayti, have been earnestly discussed in council by the ministers of Louis Philippe. The proposition urged was believed to be limited to the "re-annexation" to France of the French part of St. Domingo, allowing England to take possession of the Spanish part of the Island. The principal difficulty apprehended, was the allaying of international jealousies, so far as to arrive at an equal partition. Although this project was regarded by many with extreme incredulity, nevertheless it had, as was confidently asserted, given rise to cabinet deliberation, and to the interchange of diplomatic notes. It is certain that the disastrous news received in Europe, of successive revolutions in Hayti, absorbed public attention, both in England and France, and the journalists of all parties united their exertions to demonstrate that England and France could not permit St. Domingo to remain a prey to this dreadful anarchy, without proving recreant to all the dictates of humanity.

The *Presse*, Paris newspaper, contains an article of some significance—the more because it evidently seeks to elicit a manifestation of the public mind on this subject, and because it represents the opinion of at least a fraction of the French ministry. The object of the *Presse* is to prove that the emancipation of St. Domingo was never anything more than conditional, to become absolute on the new republic's conceding to France considerable commercial advantages and enormous indemnities; and that these conditions never having been fulfilled, France still retains her rights unimpaired, to the territory of St. Domingo. The old French portion of St. Domingo, says the *Presse*, in conclusion, belonged always of right to France, and, if the Haytian Republic is to lose its sovereignty over that country, it is to France, with the title of protector or of sovereign, and to France alone, that the sovereignty should revert.

The *Presse* says nothing of the proposed concession to England, of the Spanish part of the Island, by way of satisfaction for part of the debt due from Spain to that country. But the system of policy adopted by the cabinets of London and Paris, in reference to each other, renders it very improbable that England would consent to the re-establishment of the French in Hayti, except upon conditions very advantageous to herself.—*New York Journal of Commerce*.

Proceedings in Congress.

SENATE.

TUESDAY, JUNE 11, 1844.

Mr. BAYARD, from the Committee on Naval Affairs, to which had been committed the amendments of the House to the amendments of the Senate to the House bill for the relief of the widows of officers and seamen who were lost on board the schooner *Grampus*, recommended that the Senate concur in the amendments of the House. [The amendments of the House strike out the 3d, 4th, and 6th sections of the bill, which provided for the cases of the *Missouri*, the *John Adams*, and the *Peacock*.] The question was then put, and the amendments of the House were concurred in.

On motion of Mr. EVANS, the House bill making appropriations for the support of the army for the fiscal year ending on the 30th day of June, 1845, was taken up as in committee of the whole, with the amendments submitted by the Committee on Finance.

Mr. EVANS explained that these amendments had been rendered necessary in consequence of the Senate having laid on the table, indefinitely, the House bill, generally called the army retrenchment bill. The present bill was made to conform to the retrenchments then expected; but the retrenchment bill having failed, it became necessary to restore the estimates of the War Department; which was what the Committee on Finance proposed in the amendments now submitted.

The amendments were read and adopted, as follows:

To change the appropriation "for the pay of the army" from \$1,275,279 69 to \$1,317,442.

To insert for commutation of officers' subsistence, \$464,372; for commutation of officers' horses, \$107,315; for payments in lieu of clothing for discharged soldiers and officers' servants, \$58,800; for surveys in reference to the military defences of the frontiers, inland and atlantic, \$10,000; for military and geographical surveys west of the Mississippi, \$20,000; for continuing the surveys of the northern and northwestern lakes, \$20,000; for amount of fortifications, \$100,000; to change the appropriation for current expenses of the ordnance services from \$80,000 to 95,000; to strike out the *proviso* prohibiting any part of the appropriation for Springfield armory being applied to rebuilding the quarters of the commanding officer; and to add an appropriation of \$28,857 71 for settling the accounts of Major Charles Thomas and Captain Edward B. Alexander, due on account of the erection of a fort on the Arkansas frontier, which has been carried to the surplus fund.

Mr. HAYWOOD moved to amend the bill by inserting an appropriation of \$35,000 for the completion of the United States arsenal at Fayetteville, North Carolina, as originally designed.

The amendment was rejected—yeas 11, nays 23.

On motion of Mr. CRITTENDEN, an amendment was adopted, adding an appropriation of \$2,000 for continuing the meteorological observations at the military posts of the United States.

The bill, as amended, was then reported to the Senate, and the amendments were concurred in.

Mr. MOREHEAD moved to amend the bill by adding an appropriation of \$15,000 for repairs of the United States barracks at Newport, Kentucky, (opposite Cincinnati,) and for the purchase of an additional lot of two acres adjoining.

The amendment was adopted.

The amendments were then ordered to be engrossed for a third reading; and, subsequently, the bill was read a time, and passed.

FRIDAY, JUNE 14.

The bill making appropriations for the payment of naval pensions for the fiscal year ending 30th June, 1845, was taken up as in committee of the whole.

On motion by Mr. EVANS, the bill was amended by appropriating ten thousand dollars for the payment of pensions to the widows and orphans of those officers, seamen and marines who were lost on board the United States vessels *Grampus* and *Sea-Gull*, in compliance with the act passed the present session for that purpose.

The bill was then reported to the Senate; and the amendments being concurred in, the bill was read the third time, and passed.

On motion of Mr. EVANS, the Senate took up for consideration, as in committee of the whole, the bill making appropriation for support of the naval service for the fiscal year ending 30th June, 1845.

Mr. EVANS said the Finance Committee reported no amendments to the bill. The appropriations were somewhat reduced from the estimates. He proposed the following, however, as an additional section to the bill, which was adopted, viz:

And be it further enacted, That the Secretary of the Navy be empowered to relinquish and pay all reservations of the ten per cent. upon deliveries made under contracts with the Navy Department, where these reservations have arisen, and the contracts been afterwards extended; or where the contracts have been completed after the time of delivery by and with consent of the department, or in all cases where the contracts have been dissolved by the like consent, or been put an end to, or an extension whereof been prevented by operation of law, where no injury has been sustained by the public service: *Provided*, That this section shall not extend or apply to any case where the reservations shall have been made on contracts which have expired more than five years before the 1st day of January last.

On motion of Mr. BAYARD, the bill was amended by adding after the clause appropriating \$23,200 to defray the expenses of the hydrographical office, the following: "For grading and enclosing University square, in the city of Washington, and building a house for the superintendent of the depot of charts and instruments, \$20,000."

Mr. B. moved to strike out the word "disrated" at the end of the proviso "that all persons who may have been appointed as masters' mates since the 4th of August, 1842, and who were not, at the time of their appointment, able seamen of the first class, shall be forthwith disrated," and to insert the following:

"Discharged, except such as shall have actually gone to sea; and those at sea shall be discharged and sent back in the first national ship returning to the United States, and paid to the period of their return; and in case no opportunity for returning shall be presented before the expiration of the cruise of the ship to which they are attached, then they shall be discharged on the return of such ship, and paid to that time."

The question was taken on the above, and it was adopted.

On motion by Mr. BAYARD, the bill was amended by adding at the end of the clause appropriating \$38,618 for improvements and repairs at the navy yard, Brooklyn, the following:

"And the unexpended balance of the appropriation for the said navy-yard of \$129,100, made by the act entitled 'an act making appropriations for the naval service for the year 1842,' approved on the 4th day of August, in the year 1842, shall be expended under the direction of the Secretary of the Navy, in a continuance of the work already commenced at

the said navy-yard, for the construction of a stone dry-dock at that place. And the said dry-dock shall be constructed according to the plan and estimates heretofore made under the directions of the department, and in conformity to which the work was commenced, subject to such alterations as experience may have shown to be necessary, or as the said Secretary may think beneficial to the work, without an increase of the aggregate cost of the dock."

Mr. B. moved further to amend the bill by adding at the end of the clause appropriating \$16,337 for improvements at the navy-yard, Pensacola, the following:

"For the examination of the navy-yard and bottom of the harbor of Pensacola, for the purpose of ascertaining whether a dry-dock can be constructed, and at what cost; and whether a dry-dock, or a floating dock, with or without a basin and railways, would be most suitable for that place; and the Secretary of the Navy is hereby directed to appoint a competent board of officers and engineers to examine and report to Congress, at its next session, the relative properties and advantages of a dry-dock, and of the different kinds of floating docks, with or without a basin and railways, \$5,000."

Mr. WOODBURY moved to amend the proposed amendment by adding the following, viz:

"And that a similar examination be made at the navy-yard near Portsmouth, New Hampshire, and a report made on the expediency of making a dry-dock there."

The amendment to the amendment having been agreed to, the amendment as amended was adopted.

On motion by Mr. BAYARD, the clause appropriating \$43,635 for clothing of the marine corps, was amended by adding the following, viz:

"And the President of the United States is hereby authorized to direct the transfer of any unexpended balance of appropriation heretofore made for the pay or subsistence of the marine corps to the head of clothing for the marine corps."

Mr. BAYARD moved to strike out the fourth and fifth sections, as follows:

SEC. 4. *And be it further enacted*, That no spirit rations are hereafter to be furnished; and the Secretary of the Navy is hereby authorized to make provision for the payment of persons employed in the naval service of an equivalent in money.

SEC. 5. *And be it further enacted*, That all corporal punishment be, and the same is hereby, abolished in the navy of the United States; and all laws authorizing the corporal punishment of any sailor, marine, or other person, in the naval service of the United States, be, and the same are hereby, repealed."

A division of the question was called for.

The question being first on striking out the section of the bill abolishing the spirit ration.

The section was stricken out—yeas 26, nays 14.

The question was then taken on striking out the fifth section abolishing corporal punishment in the navy, and agreed to.

On motion by Mr. BAYARD, the bill was further amended by adding the following as an additional section, viz:

"*Be it further enacted*, That no persons shall be employed or continued abroad, to receive and pay money for the use of the naval service on foreign stations, whether under contract or otherwise, or to perform the duties usually performed by navy agents, who has not been, or shall not be, appointed by and with the advice and consent of the Senate: *Provided*, That this shall not apply to the disbursement of any sum now in the hands of any persons heretofore employed for such purpose."

Mr. BAYARD moved further to amend the bill by adding the following as an additional section:

"Sec. And be it further enacted, That the accounting officers of the treasury be, and they are hereby authorized and directed, in the settlement of the accounts of Commander Charles Wilkes, and Lieutenant Caldwell Ringgold as officers attached to the late surveying and exploring expedition to the Pacific Ocean and the South Seas, who were employed in scientific duties, to allow and credit Commander Wilkes with extra pay, at the rate of two thousand dollars per annum, and to allow and credit Lieutenant Caldwell Ringgold with extra pay, at the rate of \$1,000 per annum."

The proposition was debated at great length.

The question was then taken on the amendment by yeas and nays, and it was adopted—yeas 29, nays 15.

On motion of Mr. BAYARD, the bill was further amended, by adding the following, viz:

"That the sum of fifty thousand dollars be, and the same is hereby, appropriated for the commencement of fortifications on the Florida reef, including Key West and the Dry Tortugas, at such positions as, in the opinion of the President, may be best adapted for the command of the straits of Florida, and the general defence of the Gulf of Mexico."

On motion by Mr. BAYARD, the clause of the bill appropriating \$16,337 for improvement at Pensacola, Florida, was amended, by adding the following, viz:

"And the further sum of \$50,371, which, with the sum of \$100,000, heretofore appropriated for the construction of a floating dry-dock at that place, by the act of March 3, 1843, making together the sum of \$150,371, shall be expended in the construction of the following works, and in the following proportions, to wit: For a permanent wharf, \$63,000; for a ship house and building slip, \$40,000; for a store house, \$20,000; for timber shed, \$20,000; and for a temporary wharf, \$10,371; according to the plan and report communicated to the Senate by the Secretary of the Navy, in compliance with a resolution of the 29th April, 1842."

The Senate then took a recess till half past four o'clock.

Mr. DAYTON moved to amend the bill by inserting an appropriation of one hundred thousand dollars for the Delaware breakwater.

The amendment was rejected.

The bill was reported back to the Senate; the amendments were ordered to be engrossed; the bill was ordered to be read a third time; and, subsequently, it was read a third time, and passed.

HOUSE OF REPRESENTATIVES.

TUESDAY, MAY 31, 1844.

The bill to establish a navy yard at Memphis, Tennessee, was taken up in Committee of the Whole.

Mr. THOMPSON proposed a substitute for the bill, by which it was designed that the President of the United States should be empowered to appoint a naval officer of the rank of a post-captain, an officer of the corps of engineers, &c., to make a survey of the river Mississippi, and select a site for a naval depot.

Before any question was taken, the committee rose.

SATURDAY, JUNE 1.

Mr. REDING offered the following resolution:

Resolved, That all debate in Committee of the Whole on the State of the Union, upon the act to establish a navy yard and depot at Memphis, in the State of Tennessee, shall cease, one hour after the same shall be taken up, if the committee shall not sooner come to a conclusion thereon; and the com-

mittee shall then proceed to vote upon all pending amendments, and such as may be offered, and report the same to the House.

Mr. ASHE moved to amend by inserting two hours instead of one. Lost.

Mr. ASHE then moved to amend by inserting one hour and a half. Carried.

The resolution as amended was adopted.

The House took up the bill making appropriations for the naval service for the year ending the 30th day of June, 1845, which had come back from the Senate with several amendments made therein.

On the motion of Mr. McKAY, all the amendments preceding the provisos were concurred in.

Mr. McKAY called for the yeas and nays on the question of concurrence with the proviso of the Senate which prohibited the expenditure of more than half the appropriations made by this bill before the 1st of January, 1845.

The yeas and nays were ordered, and being taken, resulted thus: Yeas 36, nays 111.

So the proviso was not concurred in.

Some other provisos were likewise not concurred in.

The following amendment was rejected: Yeas 55, nays 102.

"And for enclosing and grading the square in which depot for charts is erected, for building a house for the superintendent, and incidental expenses, \$20,000, in addition to the sum of \$15,000, heretofore appropriated."

The question then came up on concurring in the following amendment:

After the words "for the navy yard at Brooklyn, New York, \$28,618," in the 36th line, to insert "and the unexpended balance of the appropriation of \$129,000 made by the act approved the 4th August, 1842, to be expended, under the direction of the Secretary of the Navy, in the construction of a dry-dock at Brooklyn, New York."

Rejected—yeas 76, nays 84.

The next amendment was, to insert, after the appropriation for the navy yard at Pensacola, a provision adding thereto the unexpended balance of the appropriation of \$100,000 made by the act of 4th March, 1843, to be applied, under the direction of the Secretary of the Navy, in the construction of a dry-dock at Pensacola, upon such plan as he may select.

Rejected—yeas 49, nays 111.

The question being put on agreeing to Mr. G. Davis's amendment to appropriate \$50,000 for the purchase of water-rotted hemp—

The amendment was agreed to—yeas 84, nays 81.

The question being put upon the next amendment, it was adopted.

The next amendment, being for the abolishment of corporal punishment in the navy, was, by yeas 85, nays 57, (taken by tellers,) agreed to.

The bill was ordered to be engrossed, and read a third time.

Mr. REDIN moved a reconsideration of the vote just taken. Rejected.

Mr. C. JOHNSON called for the previous question on the passage of the bill.

The previous question was seconded, and the main question ordered.

The bill having been read a third time by its title, was passed.

TUESDAY, JUNE 11.

The navy pension appropriation bill was taken up in Committee of the Whole, and read.

Mr. PARMENTER offered an amendment appropriating \$18,000 for arrears of privateer pensions which have not been paid in consequence of the exhaustion

of the privateer pension fund by the previous legislation of Congress.

The amendment was agreed to.

On motion by Mr. McKAY, the House took up the bill making appropriations for the navy pensions, which had just been reported from the Committee of the Whole, and the amendments made in committee being concurred in, the bill was ordered to be engrossed, and then read the third time, and passed.

WEDNESDAY, JUNE 12.

Mr. McKAY moved that the bill making appropriations for the support of the army, for the fiscal year ending 30th June, 1845, which had come back from the Senate with some amendments, be referred to the Committee of Ways and Means.

The motion was agreed to.

THURSDAY, JUNE 13.

On motion of Mr. McKAY, the House resolved itself into Committee of the Whole on the state of the Union; and the committee resumed the consideration of the bill making appropriations for the pay of the navy.

Mr. BARNARD offered an amendment declaring that the Navy Department commenced, without due authority of law, the construction of the iron steamers.

The hour for recess arrived while this amendment was under discussion.

SATURDAY, JUNE 15.

On the motion of Mr. McKAY, the House resolved itself into Committee of the Whole on the state of the Union, [Mr. HOPKINS in the chair,] and took up the naval appropriation bill, which had come back from the Senate with some amendments, which were acted upon.

The amendment of the Senate in relation to the construction of a dry-dock at Brooklyn, New York, was debated by Messrs. S. CARY, MURPHY, PARMENTER, RATHBUN, PHOENIX, and J. R. INGERSOLL; when

Mr. JOHN W. DAVIS moved that the committee rise, for the purpose of offering a resolution to terminate the debate.

This motion being rejected,

The question was then taken on concurring in the amendment, and decided in the negative—ayes 55, noes 72.

The amendment in relation to the dry-dock at Pensacola was next considered; and after some remarks from Messrs. BLACK, McKAY, PARMENTER, LEVY, and SCHENCK,

Mr. McKAY moved that the committee rise, for the purpose of offering a resolution to terminate the debate.

This motion being adopted, the committee rose and reported progress; when

Mr. McKAY offered a resolution providing that all debate on the bill in Committee of the Whole should cease in five minutes after going into committee again; and that the committee should then proceed to vote on the pending amendments.

This resolution being adopted,

On motion by Mr. McKAY, the House again resolved itself into Committee of the Whole on the state of the Union, and resumed the consideration of the naval appropriation bill.

The question was then put on concurring in the amendment in relation to the dry-dock at Pensacola, and rejected.

Mr. E. J. MORRIS offered a resolution, directing the President to cause an examination of the navy harbor at Philadelphia, with a view to ascertain the practicability of constructing a dry-dock there. Rejected.

The amendment of the Senate coming up, striking out the proviso of the House, discontinuing the spirit

ration and prohibiting the flogging of the sailors, was read.

Mr. WELLER called for a division of the question. He was in favor of the spirit ration, but opposed to flogging.

The question was taken on the first branch of the amendment, and it was concurred in—ayes 58, noes 57.

The question was taken on the second branch of the amendment, and it was also concurred in—ayes 63, noes 58.

The remaining amendments were disagreed to. The committee then rose and reported the bill to the House.

Mr. HALE moved the previous question on the bill, and it was sustained by the House.

On motion of Mr. McKAY, the army appropriation bill was taken up, having come from the Senate with a proposition for a committee of conference. The House agreed to insist on its amendments, and a committee was appointed on the part of the House to meet a committee of conference appointed on the part of the Senate.

The House resumed the consideration of the amendments of the Committee of the Whole on the naval appropriation bill, on the question of concurrence, in which it was interrupted by the arrival of the hour fixed for the House to take a recess.

VISIT OF GEN. ALMONTE TO THE NORTH CAROLINA.—

Yesterday afternoon the Mexican Minister and suite visited the North Carolina 74, commander Wetmore. The new steamer built of iron at Philadelphia, and owned by Mr. Murry, of this city, was at the Battery stairs for the accommodation of the Minister, and having on board the celebrated band of Col. Bankhead's regiment, stationed at Governor's Island. When the Minister embarked, the Mexican flag was hoisted and the band performed a Spanish air. After a short turn round the harbor the steamer ran alongside the 74, and immediately after landing her passengers, the Mexican flag was run up at the fore, and a salute was fired. The distinguished guest was then invited to the cabin, where refreshments were served up. A large crowd assembled at the Battery, who appeared much gratified with the affair. At this moment Gen. Almonte must feel very deeply the good will and respect shown him in this city.—*N. Y. True Sun.*

LIGHT HOUSES.—The following information from the American Consul in London, was published in London last month—"The Light House erected on the Island of St. Anna, Province of Maranhão, in latitude South 2 deg. 16 min. 18 sec. and longitude 43 deg. 21 min. 20 sec. west of Greenwich, will *not show any light* during the months of July and August of the present year, owing to its undergoing repairs." That the Light House which has been in course of erection on the *west end* of the *break-water* in *Plymouth Sound*, under the direction of the Right Honorable the Lords Commissioners of the Admiralty, as nearly completed; and that the light therein will be first exhibited on the evening of Saturday, the 1st of June, when the Floating Light Vessel will be taken away. The light will burn at an elevation of 63 feet above the level of high-water spring tides; and will appear red in all directions seaward, and white within the line of the breakwater. A bell will be rung in foggy weather.

National Institute.**SOLUTION**

OF THE PRINCIPLE OF THE ROTATION AND DIVERGENCE
OF A WATCH CHRYSTAL, WHEN PLACED ON A DROP OF
WATER UPON AN INCLINED GLASS PLANE.

BY R. A. PARISH, JR., OF PHILADELPHIA.

To the Secretary of the National Institute,
Washington, D. C.

SIR: A prize was offered some years ago by one of the learned societies of Paris, for an explanation "of the principle upon which a watch chrystal revolved, when placed with its convex face upon a drop of water, on an inclined glass plane."

As the problem is pleasing and philosophical, and likely to interest some of your members, and I have no knowledge of any solution having hitherto been made or published, the following is respectfully submitted. The name of the society and the amount of the prize, I have now forgotten, although I once intended being an applicant for it, but the fact of the prize being in money, deterred me. Should it however be found worthy of the consideration of the Institute to make application for it, I would be pleased to supply them with a French translation of this article for that purpose, and beg their acceptance of it if recovered: yet from the date of the proposition by the French society, I very much fear that on that side of the Atlantic I have been anticipated.

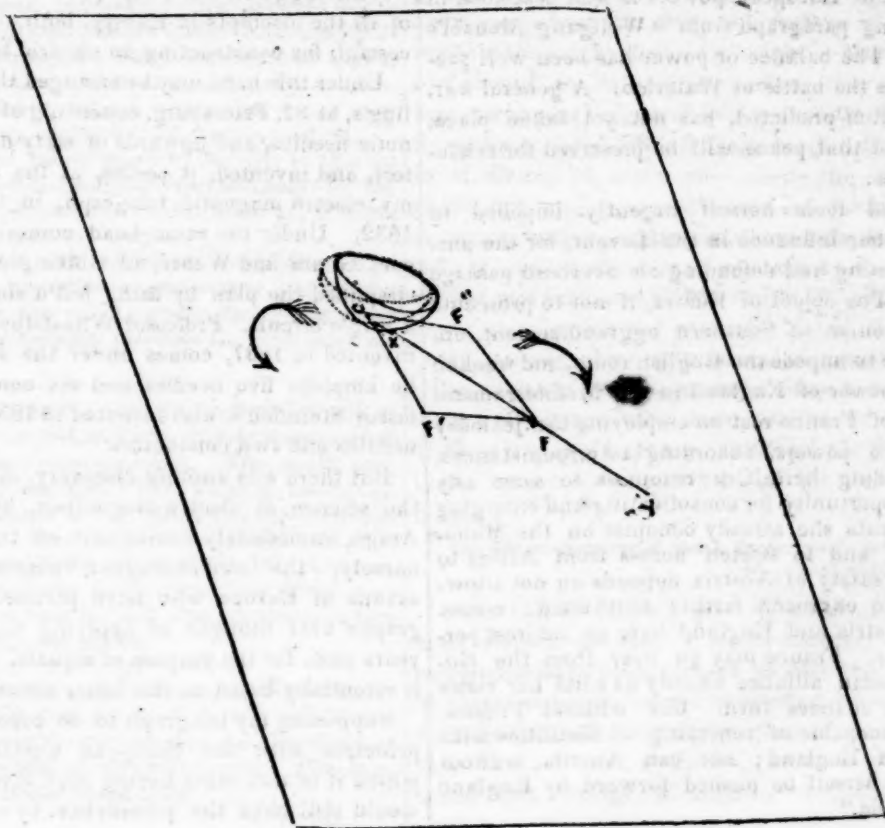
It will be remarked, that the chrystal under the circumstances stated, instead of gliding directly down to the base of the plane, as any other body similarly placed would do, moves on the contrary, in a divergent line to the right or left, and in an angle of from 15° to 45° . Instead, also, of pursuing mere-

ly a progressive movement, the chrystal revolves in its march with a greater or lesser degree of rapidity.

This rapidity (*ceteris paribus*) is proportioned to the elevation of the inclined plane; which elevation, in like ratio determines the degree of divergence pursued by the chrystal.

The drop of water offering to the contact of the chrystal a converse surface, places it in a condition of equilibrium of the greatest possible instability, and the gravitating tendencies arising from this state, constitute the impulse which determines its future movement. If the chrystal is for a moment supported upon the exact summit of the drop, and is then left to itself, it is immediately subjected to two influences, the one, a force tending to precipitate it down the plane, the second, a force acting more or less at right angles with the above, (induced by the convexity of the mutual surfaces,) and inclining the chrystal laterally to the one side or the other. The composition of these two forces, gives a resulting impulse, acting in a line drawn between them, and addressed to the chrystal through its new centre of gravity. Its centre of gravity having changed from that which it possessed in its first position (when at the summit of the drop) to that which it has acquired in its subsequent attitude, when on being abandoned to itself, it falls on one side. This much established, the result is plain. The gravitation of the water causing it to accumulate at the lower side of the chrystal, its cohesive influence upon that side being accordingly the greatest, and as a necessary result, the upper side being most free, the chrystal reels in obedience to the shock, and rotation is at once established.

To render this explanation more distinct, let the annexed diagram, represent the chrystal and the



G Centre of gravity of chrystal in its original position.
X Centre of gravity when it has settled into place.
GF' First gravitating impulse.

GF'' Second gravitating impulse due to the convexity of the water.
GF Resulting impulse and route of chrystal.

plane. Let "G" be the centre of gravity of the chrystal when first poised upon the drop, (from which the original forces sally,) and "X" be the final centre after the chrystal has settled into place. "GF" will denote the first force acting upon it, and "GF'" the second or lateral force. The composition of these forces will result in GF, which striking the chrystal through its new centre "X," will drive it off in the divergent track XY, and aided by the lubricity of the water and its greater tenacity at the lower edge will bestow rotation.

The success of this experiment is modified by the smoothness and cleanness of the tangent surfaces, by the bulk of the drop of water, by the angle of elevation of the plane, and by the equable structure of the chrystal itself. But when the plane has an elevation less than 12° , or greater than 28° , it generally fails. The angle of divergence is increased when the plane is elevated, and the gravitating energy strengthened, and diminished when the reverse is the case. The revolutions of the chrystal on either side being from above and outward, toward the line of direct descent, (as denoted by the arrows in the diagram,) show clearly that the launching impulse operates with greater freedom above the centre of gravity.

Several interesting propositions might be suggested as corollaries to the foregoing; but when I reflect that I am addressing those who are more conversant than myself, with the principles under consideration, I am induced to lay down my pen, having completed the purpose originally proposed.

I have the honor to be, &c., &c.,

R. A. PARISH, JR.

PHILADELPHIA, April 2, 1844.

BALANCE OF POWER IN EUROPE.—The antagonist feeling of the European powers is well described in the following paragraph from "Wolfgang Menzel's Europe." The balance of power has been well preserved since the battle of Waterloo. A general war, although often predicted, has not yet taken place, and we trust that peace will be preserved for centuries to come:

"England feels herself urgently impelled to strengthen her influence in the Levant, for the purpose of forming and defending an overland passage to India. The object of Russia, if not to prosecute her long course of Southern aggrandizement, undoubtedly is to impede the English route, and weaken the naval power of England in the Mediterranean. The hopes of France rest on employing the jealousy of these two powers, according to circumstances, always holding herself in readiness to seize any available opportunity for consolidating and enlarging the settlements she already occupies on the Mahometan soil, and to stretch across from Africa to Asia. The safety of Austria depends on not allowing Russia to encroach farther southward; consequently, Austria and England have an interest perfectly similar. France may go over from the English or Russian alliance exactly as suits her views and as the chances turn. But without Prussia, Russia is incapable of venturing on hostilities with Austria and England; nor can Austria, without Prussia, let herself be pushed forward by England against Russia."

MORSE'S ELECTRO-MAGNETIC TELEGRAPH.

Extract from a letter of Prof. Morse to the chairman of the Committee of Commerce of the House of Representatives, of 6th December, 1842.

Before closing my letter, sir, I ought to give you the proofs I possess that the American telegraph has the priority in the time of its invention.

The two European telegraphs in practical operation are Professor Steinhell's, of Munich, and Professor Wheatstone's, of London. The former is adopted by the Bavarian Government; the latter is established about two hundred miles in England, under the direction of a company in London. In a highly interesting paper on the subject of telegraphs, translated and inserted in the London Annals of Electricity, March and April, 1839, Professor Steinhell gives a brief sketch of all the various projects of electric telegraphs, from the time of Franklin's electrical experiments to the present day. Until the birth of the science of electro-magnetism, generated by the important discovery of Oersted, in 1820, of the action of electric currents upon the magnetic needle, the electric telegraph was but a philosophic toy, complicated and practically useless.

Let it be here noticed, that, after this discovery of Oersted, the *deflection of the needle* became the principle upon which the savans of Europe based all their attempts to construct an electric telegraph. The celebrated Ampere, in the same year of Oersted's discovery, suggested a plan of telegraph, to consist of a magnetic needle, and a circuit for each letter of the alphabet and the numerals—making it necessary to have some sixty or seventy wires between the two termini of the telegraphic line.

This suggestion of Ampere, is doubtless the parent of all the attempts in Europe, both abortive and successful, for constructing an electric telegraph.

Under this head may be arranged the Baron Schilling's, at St. Petersburg, consisting of thirty-six magnetic needles, and upwards of sixty metallic conductors, and invented, it seems, at the same date with my electro-magnetic telegraph, in the autumn of 1832. Under the same head comes that of Professors Gauss and Weber, of Gottingen, in 1833, who simplified the plan by using but a single needle and a single circuit. Professor Wheatstone's, of London, invented in 1837, comes under the same category; he employs five needles and six conductors. Professor Steinhell's, also invented in 1837, employs two needles and two conductors.

But there was another discovery, in the infancy of the science of electro-magnetism, by Ampere and Arago, immediately consequent on that of Oersted, namely, the *electro-magnet*, which none of the savans of Europe who have planned electric telegraphs ever thought of applying until within two years past, for the purpose of signals. My telegraph is essentially based on this latter discovery.

Supposing my telegraph to be based on the same principle with the European electric telegraphs, which it is not, mine having been invented in 1832, would still have the precedence, by some months a

least, of Gauss and Weber's, to whom Steinheil gives the credit of being the first to simplify and make practicable the electric telegraph. But when it is considered that all the European telegraphs make use of the deflection of the needle to accomplish their results, and that none use *the attractive power of the electro-magnet to write in legible characters*, I think I can claim, without injustice to others, to be the first inventor of the *electro-magnetic telegraph*.

In 1839, I visited London on my return from France, and through the polite solicitations of the Earl of Lincoln, showed and explained its operation at his house on the 19th of March, 1839, to a large company, which he had expressly invited for the purpose, composed of Lords of the Admiralty, members of the Royal Society, and members of both Houses of Parliament.

Professor Wheatstone has announced that he has recently (in 1840) also invented and patented an *electro-magnetic telegraph*, differing altogether from his invention in 1837, which he calls his *magnetic needle telegraph*. His is, therefore, the first European electro-magnetic telegraph, and was invented, as is perceived, eight years subsequent to mine, and one year after my telegraph was exhibited in the public manner described at the Earl of Lincoln's residence in London.

I am the more minute in adducing this evidence of priority of invention to you, sir, since I have frequently been charged by Europeans in my own country with merely imitating long known European inventions. It is therefore due to my own country, as well as to myself, that in this matter the facts should be known.

Professor Steinheil's telegraph is the only European telegraph that professes to *write* the intelligence. He records, however, by the delicate touch of the needle in its deflections; with what practical effect I am unable to say; but I should think that it was too delicate and uncertain, especially as compared with the strong and efficient power which may be produced in any degree by the electro-magnet.

I have devoted many years of my life to this invention, sustained in many disappointments by the belief that it is destined to confer immense benefits upon my country and the world.

I am persuaded that whatever facilitates intercourse between the different portions of the human family will have the effect, under the guidance of sound moral principles, to promote the best interests of man.

EARTHQUAKE.—On the 16th ult., a heavy shock of an earthquake was felt at Porto Rico, accompanied with a slight subterranean noise. The shock continued about fifty seconds. The walls of nearly all the houses were more or less split, and the churches greatly damaged. The towns of Ponce and Guayama suffered much, and the captain of the brig Alfonso, which arrived at Porto Rico, from New York, two days after, states that he felt the earthquake two hundred miles from the island.

EARTHQUAKE.—The brig Emma, of New York, while at sea on the 16th of April, in lat. 21° N. and long. $64\frac{1}{2}^{\circ}$ W., was severely shaken for the space of a minute by a shock of an earthquake. The weather was very pleasant at the time.

From the N. Y. Mercury, June 3.

ICE BERGS.—Most of the vessels recently arrived from England, report having seen immense ice-bergs, and in some cases fields of ice, between lat. 41 and 47, and lon. 44 and 52. The packet ship Montezuma, at this port, was obliged to lie to, 24 hours, in consequence of ice, in lat. 42, long. 49. The St. George was six days in the ice in lat. 46, long. 40. The Virginian passed a number of ice-bergs, 17th ult., in lat. $44\frac{1}{2}$, long. 98. The British bark Laura, from Boston for Liverpool, was spoken on the 11th ult., having been entangled in the ice. The British bark Lord Seaton, from Dublin for this port, fell in with ice in long. 46, and was much impeded by it for five or six days. The Quebec from London, on the 17th ult., in lat. $46\frac{1}{2}$, lon. 44, saw several ice-bergs. The bark Agitator, from Dublin, passed a great number of large ones in lat. 43, lon. 52. The ship Zurich, in lat. 47, lon. 44, was obliged to steer South 24 hours, in order to get clear of ice. The ship Hudson, on the 20th ult., fell in with great quantities of ice, in lat. 41, long. 43 44, and was obliged to steer south 24 hours to avoid it. Numerous other vessels make similar reports.

A friend of ours, who went out in the steamer Acadia on her last trip to Liverpool, has given us a description of three ice-bergs seen from that ship on the 7th ult., in lat. 44, lon. 47 32, with diagrams of the same, which we have caused to be engraved, as presented below. [We omit the diagrams.]

The magnitude of these ice-bergs may be gathered from the fact, that the mass of ice below the surface of the water is about eight times greater than that above. Ice-bergs are said by Brande to be sometimes formed in the sea itself, by the accumulation of ice and snow; while at other times they seem to be glaciers, which have been piling up on shore until quite overgrown, and ultimately broken off and falling into the sea by their own weight. Masses of this sort abound in Baffin's Bay, where they are sometimes two miles long, and half or one-third as broad. Scoresby counted 500 of these bergs drifting along in lat. 69 and 70, which rose above the surface 100 to 200 feet, and measured from a few yards to a mile in circumference. Many of them were loaded with beds of earth and rocks of such thickness that their weight was reckoned 50,000 to 100,000 tons; and on closer examination the mass was found to be composed, among other substances, of granite, gneiss, mica, schist, claystone, granular felspar, and greenstone. Ice-bergs have been known to drift from Baffin's Bay to the Azores, and from the South Pole to the immediate neighborhood of the Cape of Good Hope.

*On board steamer Acadia, bound to Liverpool, }
May 30th, 1841. }*

GENTLEMEN: Having just sketched (not in the most elegant manner) a representation, which the passengers have been pleased to call very accurate, of three ice-bergs, deemed somewhat remarkable by all hands on board, for the purpose of sending them to a friend, I have, at the suggestion of our mutual friend Col. Oakley, of Illinois, as well as several

others who happened to notice me while engaged in the business, copied them for yourselves, to make use of as matter of entertainment for your readers, or to throw aside, as you may deem expedient.

We fell in with these ice-bergs on the morning of the 7th inst., in lat. 44 2, and lon. 47 32, (739 miles distant from Halifax.) We learnt from Captain Judkins of the *Hibernia*, which reached Halifax soon after we did, that he had encountered a large field of ice, in consequence of which (I understood) our commander was induced to take a course a few degrees farther south, in order to avoid a similar difficulty; but as it has proved, we have been within two or three miles of bergs, if not fields of ice, and certainly a grand and magnificent spectacle has been afforded us. Several of our passengers who have crossed the Atlantic a number of times, never met with a similar exhibition, and they appear to think few, on either side of the Atlantic, have ever conceived of it.

S. P. W.

No. 1.—As first seen supposed to be about 120 feet above the water.

No. 2.—Seen soon after, supposed to be about 100 feet.

No. 3.—Supposed to be 140 feet.

The three above were seen quite early in the morning, and while the sun was obscured by clouds, and appeared dark, much like granite.

No. 4.—Supposed to be 160 to 200 feet. At this hour the sun shone out in all its glory. It appeared much like a mountain of white marble, with the water playing upon its base, &c., presenting a total different aspect from the first view, and truly magnificent, calling forth great admiration.

ARMY.

Capt. J. C. Casey, Com. of Sub., and Capt. A. R. Hetzel, A. Q. M., ordered to accompany the Secretary of War to West Point, and such other posts as he may be pleased to visit.

MEDICAL DEPARTMENT.—Surgeon J. J. B. Wright, assigned to duty at Fort Marion. Assistant Surgeon B. M. Byrne, on being relieved, to proceed to New York, for examination.

CORPS OF ENGINEERS.—Col. J. G. Totten, Chief Engineer, is absent from Washington, for the purpose of inspecting the Military Academy. Before his return, he will probably visit some of the fortifications on the Atlantic coast of our Northeastern States. During his absence, First Lieut. George L. Welcker, will act as head of the Engineer Department in Washington.

Capt. J. K. F. Mansfield has been ordered from Fort Pulaski, mouth of Savannah river, Georgia, to the North, for duty with the Board of Engineers.

Leave of absence of four months, from the 1st of July, has been granted to Capt. J. G. Barnard, at the expiration of which, he will return to New Orleans, and resume his duties on the works for the defence of that city.

Leave of absence of three months, from the 10th inst., has been granted to First Lieut. J. H. Trapier, for the benefit of his health. At the expiration of which time, he will report to the Chief Engineer for orders.

First Lieut. D. P. Woodbury, has been ordered from Washington to Beaufort, N. C., to relieve Lieut. Trapier, and to take charge of the repairs of

Fort Macon, and of the operations for the preservation of the site of that work.

First Lieut. G. T. Beanregard, has been ordered to Baltimore, Md., to take charge of improvements and repairs at Fort McHenry. After the completion of which, he will resume his duties on the works for defending the approaches to New Orleans.

First Lieut. H. W. Benham, has been ordered from St. Augustine, Florida, to Annapolis, Md., to take charge of repairs on the old forts at Annapolis harbor.

Second Lieutenant Masillon Harrison, has been ordered from Washington to Rouse's Point, N. Y., to report to Capt. Brewerton, for duty on the works at the outlet of Lake Champlain.

Naval Intelligence.

HOME SQUADRON.—The frigate *Potomac* was towed over the bar on Tuesday last by the U. S. steamer *Union*, where she came to anchor, and on Wednesday sailed in company with the *Union* for Galveston, from whence it is expected they will proceed to Vera Cruz.

The following U. S. vessels of war, attached to the Home Squadron, are now cruising in the Gulf: Frigate *Potomac*, David Conner, Commodore, and commanding Home Squadron.

Ship *Vincennes*, Capt. Buchanan.

Brig *Somers*, commanding J. T. Gerry.

Steamer *Union*, H. H. Bell, Lt. Com.

Steamer *Poinsett*, Lieut. Com. Semmes.—*Pensacola Gazette*, 8th instant.

The sloop-of-war *Vandalia* went to sea on Tuesday, bound for the West Indies. The following is a list of her officers:

John S. Chauncey, Commander.

Lieutenants, George Mason Hooe, William S. Young, James M. Lockert, Henry H. Lewis.

Daniel S. Green, Surgeon.

Wm. P. Canning, Ass't. Surgeon.

Robt. S. Moore, Purser.

John M. Taylor, Master.

Wm. D. Cobb, Captain's Clerk.

Wm. L. Shuttleworth, Lieut. of Marines.

Midshipmen, R. F. R. Lewis, Edmund Shepherd, James T. Waddell, Henry Willis, Benj. F. Wells, Wm. R. Low, Henry Ashton, Albert Allmand.

Michael Hall, Boatswain.

Daniel Douglass, Gunner.

John Overman, Carpenter.

Benj. Crow, Sailmaker.—*Norfolk Herald*, June 14.

BRAZIL SQUADRON.—The schooner *Enterprise* sailed from Rio, 21st April, for the United States.

EAST INDIA SQUADRON.—The sloop-of-war *St. Louis* was at Cape Town on the 28th February, bound to the East Indies.

JUNE. ARRIVALS AT WASHINGTON.

Lieut. W. J. Newton, 2d dragoons, Fuller's.

Lieut. C. F. Wooster, 4th artillery, Fuller's.

18—Capt. R. H. Ross, 7th infantry, Fuller's.

AGENCY FOR CLAIMS AT WASHINGTON.—The Undersigned offers his services as Agent for Claims upon either of the Departments or Congress.

Particular attention will be paid to the settlement of accounts of disbursing Officers, who may find it inconvenient to attend personally; especially those of the Navy. His experience and practical knowledge will afford many facilities.

Charges will be moderate and regulated by the amount claimed and the extent of services required. Communications (post paid) will receive immediate attention.

CHAS. DE SELDING,

Office, Sixth-street, next to corner of F.

References.—Commodore Charles Stewart, Commodore John Downes, A. O. Dayton, Esq., 4th Auditor, Treasury Department; A. T. Smith, Esq., Chief Clerk, Navy Department; John C. Rives, Esq., Washington; John Boyle, Esq., Washington; James Hoban, Esq., Washington; Chas. O. Handy, Esq., Purser, U. S. N.; John De Bree, Esq., Purser, U. S. N.; R. R. Waldron, Esq., Purser U. S. N.; Saml. P. Todd, Esq., Purser, U. S. N.

Jan 1-1y.